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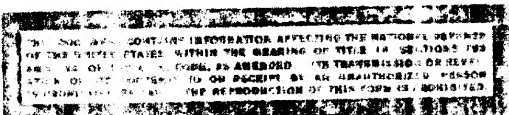
INFORMATION REPORT

SUBJECT: Vietnamsdorf (Schorfheide) Airfield

NO. OF PAGES 6

PLACE
ACQUIRENO. OF ENCLS.
(LISTED BELOW)DATE OF
INFOSUPPLEMENT TO
REPORT NO

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THIS IS UNEVALUATED INFORMATION

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Concreting work on the dispersal areas on both sides of the taxiways which branched off to the south from the eastern and western ends of the runway at Schorfheide airfield was completed in mid-November 1953. There were two such dispersal areas at each taxiway. The dispersal areas consisted of three concrete slabs, while the individual dispersal areas consisted of three concrete slabs, while the dispersal areas consisted of five concrete slabs each.

25X1

the concrete strips, referred to as harps, at the ends of the runway. The concrete cover of these harps was 25 cm thick, while the concrete top layer of the runway was 40 cm thick. 2

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The clearing which started at the southeastern corner of the taxiway extended to as far as Jagen (Forest subdistrict) 155 and 154. It was referred to as 'Traubel' (cluster) by the construction personnel. Another clearing was located west of the northwestern corner of the field, where clearing work was still under way in Jagen 225 and 124. Individual trees were being cut in the northern section of Jagen 195, but no clearing was to be established there. No clearing or grading work was under way in the aforementioned clearings and concreting work will only be done in the spring of 1954.

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At the fuel dump west of the Vietnamsdorf-Gross Boelln road in Jagen 102, the assembly of fuel containers by means of a crane was started in October 1953. The containers were 14 meters in diameter. At first, the bottom of the container was welded together on a frame on top of the bases of the individual holes. Each plate was 4 to 5 meters long, 1.3 to 1.35 meters wide, and about 5 cm thick. Side plates, about 1.35 meters high, were welded on the bottom plate. These plates had approximately half the height of the entire container. When completed, the half containers were lifted by the crane and their outer sides were painted with chalk in order to show whether the welding seams were tight, as the containers were subsequently filled with petroleum. When the container was actually tight, the chalk was

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- 2 -

25X1

removed and an insulating covering was applied. [] there was a space of about 1 meter between the container wall and the concrete wall of the foundation. Allegedly, each container had a holding capacity of about 400,000 liters and an additional three such fuel installations were to be built. During the first half of November, construction work was being done on a low brick shed, 20 x 7 meters, at the eastern side of the fuel dump. Allegedly 125 oil drums were to be stored there. Construction work was under way on several foundations at the fuel dump. Preliminary work was started on a rail siding south of the fuel dump. 4

25X1

4. In mid-November, a basement, 50 x 15 meters, was under construction at the previously reported excavation about 15 meters west of the ramp. [] a warehouse was to be built there. A 15-cm-thick concrete apron was being constructed at the northern side of the warehouse to as far as to approach road to the loading ramp.

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5. The roof of the pumping house in the middle of the fuel dump west of the Vietmannsdorf-Gross Doelln road was being provided with a 15-cm-thick concrete cover in mid-November. Source determined that the two northern excavations for fuel containers were about 25 meters from the southern excavations, while the distance between the individual excavations from east to west was 50 meters. The two easternmost excavations were located at a distance of 50 meters from the approach road under construction. []

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[] the containers were 14 meters in diameter and 3 meters high, and that they projected 1.5 meters above the surface of the ground. Allegedly, a concrete roof was to be built over the fuel containers. Boxes, each 50 to 60 cm and 1.8 meters high, were being mounted on the previously reported concrete blocks in the fuel dump. A pipe, about 3 meters long, 8 cm in diameter, bent to the ground and with a screw stopper, was fitted to the southern side of each box facing the track. Next to each pipe was a smaller pipe 4 cm in diameter. A railsiding was under construction just west of the Vietmannsdorf-Gross Doelln road. This track extended to the northwest as far as the approach road to the fuel dump. 5

6. A dispersal area was being constructed on each side of the taxiways which branched off to the south from the eastern and western ends of the runway. Concreting work on these four dispersal areas which were equally large was completed by early December. The concrete lane leading to the dispersal area was 49 meters long and 21 meters wide. The dispersal area had a length of 35 meters and a width of 21 meters. 6

7. Three holes had been excavated west of the Vietmannsdorf-Gross Doelln road, about 15 meters east of the staked approach road to the fuel dump 1 in Jagen No 162. Construction work on a basement was started in the middle excavation in mid-November. Apparently, buildings were to be constructed there, the purpose of which could not be determined. 5

8. Clearing work was under way in the woods southeast of the southeastern corner of the taxiway in Jagen 154. The clearing extended toward Rebersee (lake). [] work was temporarily to be discontinued as, allegedly, the Soviets had cancelled the previous plan. The cutting and uprooting of trees was also started at the northwestern corner of the runway. [] this clearing was to extend to the area north of Vietmannsdorf and, similar to the cleared area toward Rebersee, was to be prepared as dispersal area for aircraft. []

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- 3 -

9. The road which branched off from the Vietmannsdorf-Gross Doelln road to the east to the barracks installations was improved to a 7-meter-wide concrete road with a 15-cm concrete cover by mid-November.
10. Preliminary work south of the taxiway in line with Jagen 157 and 158 was allegedly done for the establishment of another fuel dump. Clearing work had already started there. 7
11. [redacted] at the lumber yard, carpenter s work was under way for three two-story brick buildings which were to be erected at the ammunition dump. The buildings which were to serve as storage buildings were 25 meters long, 15 wide and 5.7 meters high each. 25X1
12. Construction work on the drainage ditches along the runway was completed by 4 December.
13. During the second half of November, the filling of joints on the runway continued. Every other joint was bored to a depth of 15 cm before it was filled with tar. When the frost period started, the reaction of the concrete was precisely measured by means of an iron rod imbedded in a joint between two concrete slabs. The distance between the rod and the two concrete slabs was carefully measured by a worker who day and night, simultaneously noted the outdoor temperature. The construction superintendent stated that the concrete was not affected by the frost as had allegedly been observed at Oranienburg airfield. Workers continued cutting the grown wood soil north of the runway and piling it up at the side. 25X1
14. The assembly of containers on the concrete bases was started in the fuel dump in Jagen No 162 west of the Vietmannsdorf-Gross Doelln road. The concrete bases in the holes were fitted with wooden frames on which the containers were mounted. [redacted] the containers were 14 meters in diameter and about 1.5 meters high or no half the height of the entire containers. Allegedly, the completed containers were finally to be covered with an insulating layer and encased by a layer of bricks and a layer of concrete. [redacted] a stirring apparatus was to be fitted in each container. The construction of a transformer station was started near the containers. Concrete blocks were erected south of the pumping house, each block mounting a large iron box. Pipes extended from these concrete blocks. Construction work on the fuel dump was carried out by a Leipzig firm. 4 25X1
15. [redacted] the list of those workers who were to be dismissed had to be completed by 4 December. Large-scale excavation, concreting and road construction work was scheduled for 1954. Allegedly, the construction of numerous shrapnelproof aircraft revetments was planned and a connecting road each to the Franzlauer Chaussee and the Perliner Chaussee was to be built. 9 25X1
16. In mid-November, Lieutenant Colonel Khorotov (fnu) returned from his furlough in the USSR and again functioned as chief of the construction staff at Schorfheide airfield. At the same time, Lieutenant Colonel Yelezov (fnu), chief engineer at the field, returned to the USSR and allegedly was to be transferred to China for airfield construction projects. Yelzov was scheduled to be replaced by Lieutenant Colonel Romanenkov (fnu) who was on furlough in the USSR in mid-November. Major Zharov (fnu), chief of the above-surface construction department was also transferred to the USSR. 10 25X1

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- 4 -

25X1

25X1

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Comment. For sketch of clearing in Jagen 154 and 155, see Annex 1.

4.

5.

Comment. For sketch of fuel dump see Annex 2.

6.

Comment. For sketch of dispersal area,

7.

Comment. An additional two fuel dumps are allegedly to be established in Jagen 157/158 and 160. Fuel dump 1 in Jagen 162 allegedly has a total capacity of 1,600 cubic meters. If the two scheduled fuel dumps have the same capacity, the storage of 4,800 cubic meters of fuel would be possible at Schorfheide airfield.

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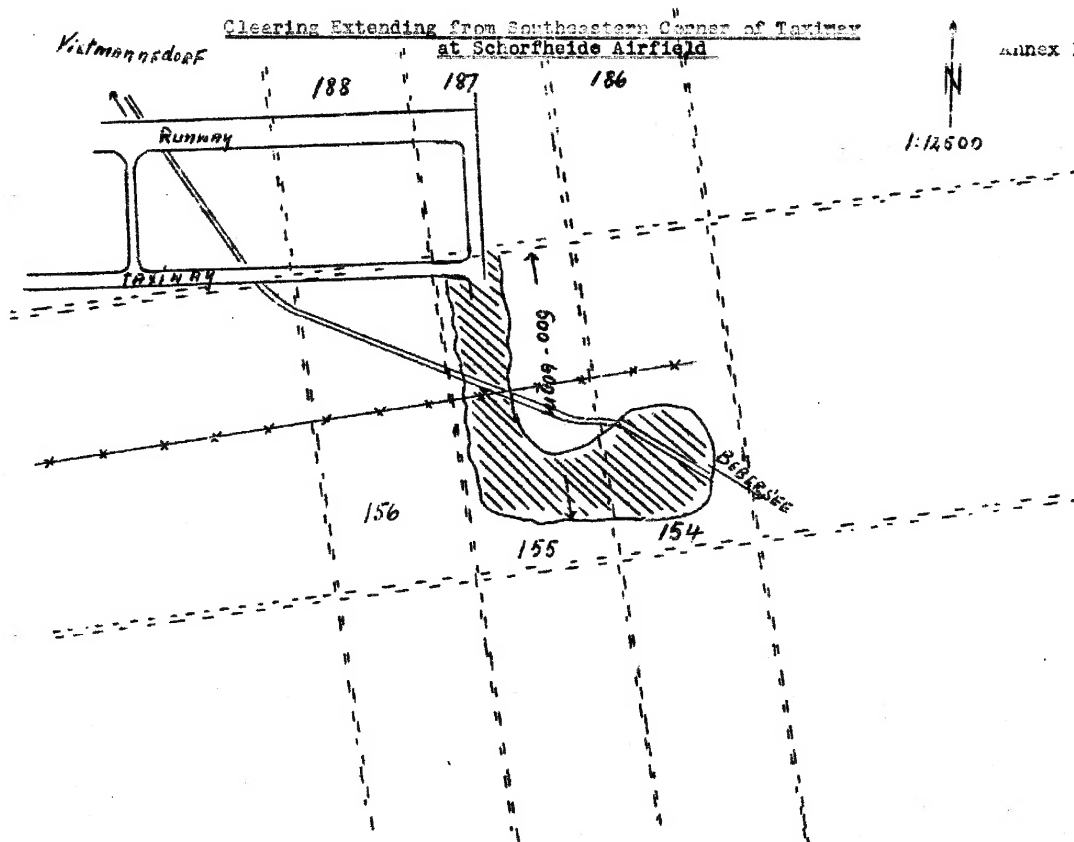
9.

Comment. No details are known on the scheduled construction in 1954. A previous report mentioned 30 June 1954 as target date for the completion of construction work at Schorfheide airfield. A sum of 16 million Eastmarks is allegedly available for scheduled construction work.

10.

Comment. The officers mentioned are known. They belong to the Litvinov Construction Staff which is quartered in the Treitschke Kaserne at 1 to 3 Olbricht Strasse, Leipzig.

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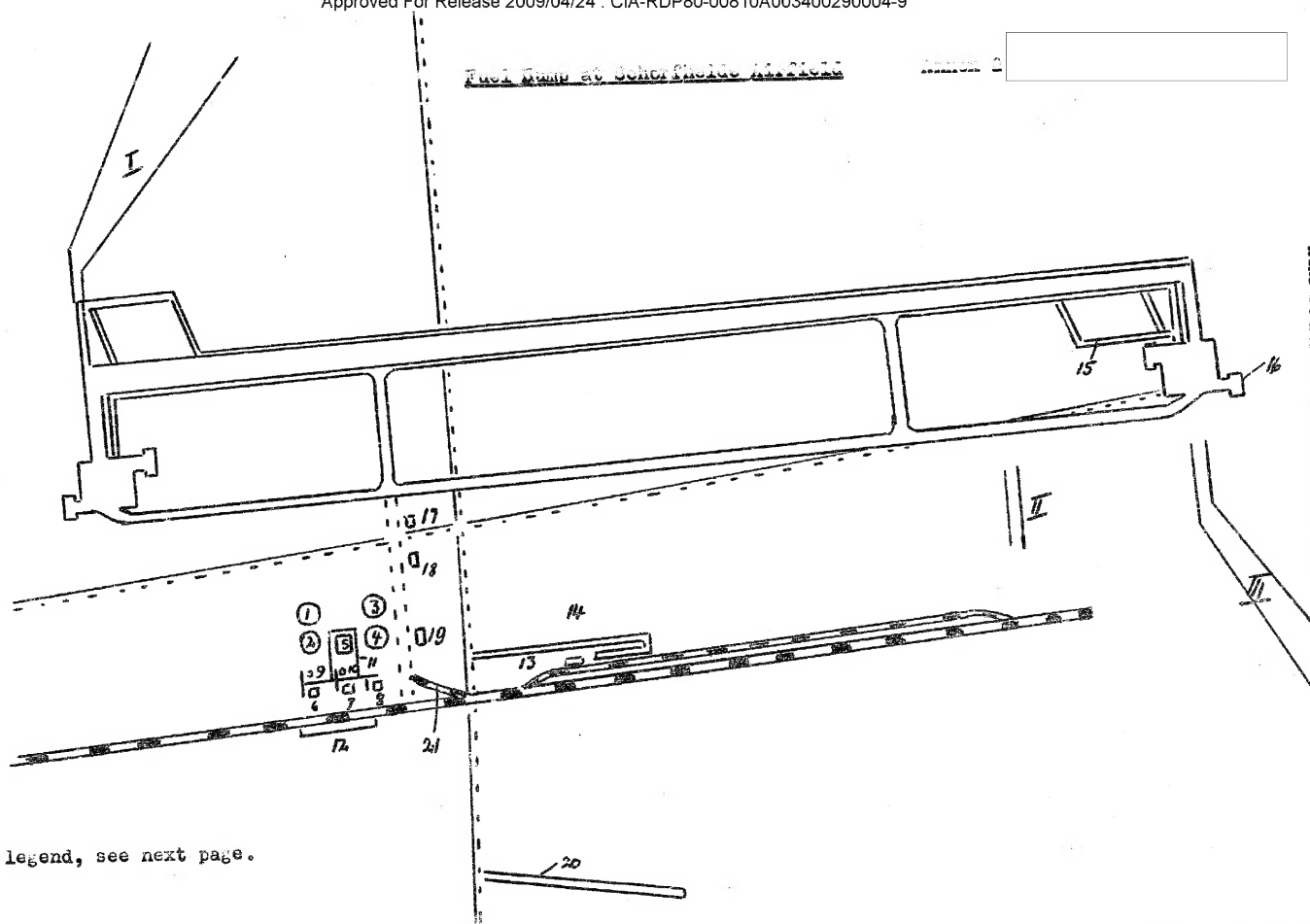


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- 5 -

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For legend, see next page.

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- 7 -

Legend

Fuel Dump at Schorfheide AirfieldLegend:

- 1 through 4 Holes for fuel containers, each 25 meters in diameter, 1.5 meters deep, with concrete rings, each 80 cm thick and 1.5 to 2.3 meters deep
- 5 Pumping house, 6 x 8 meters, with basement and 15-cm-thick concrete roof
- 6 through 8 Concrete blocks for gasoline pumps, each 2.5 x 1.5 meters and 1.2 meters high
- 9 and 10 Concrete blocks for gasoline pumps, each 1.2 x 1.2 x 1.2 meters
- 11 Ditch for gasoline pipe with 10-cm concrete bottom
- 12 Platform for passenger traffic, 60 meters x 5 meters
- 13 Storage building under construction, 50 x 15 meters, with basement
- 14 Concrete apron, 15 cm thick, north of storage building and extending in a semicircle as far as the connection lane to the loading ramp
- 15 Connecting lane between 10 southern harps
- 16 Dispersal area for aircraft, 35 meters long, 21 meters wide and with a 20-cm concrete cover
- 17 Excavation for a building, about 15 meters east of the road to the fuel dump and about 10 meters north of the Grunewald-Gollinsee road
- 18 Basement of building under construction, about 15 meters of the road to the fuel dump and about 30 meters south of the Grunewald-Gollinsee road
- 19 Excavation for a building, about 15 meters east of the road to the fuel dump, approximately in line with hole item No 4
- 20 Concrete road under construction to barracks buildings branching off to the east from the Gross Doelln-Vietmannsdorf road
- 21 New railroad siding
- I Surveying work under way in wooded area toward Vietmannsdorf from northwestern corner of the runway
- II Clearing work under way for the establishment of a second fuel dump
- III Uprooting work under way from southeastern corner of the runway toward Pebersee (lake)

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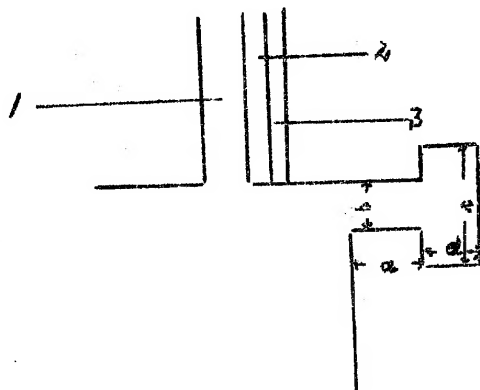
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- 8 -

Annex 3

Dispersal Area Under Construction at Schorfheide Airfield



Legend:

- 1 Taxiway
- 2 Sodded strip between taxiway and road for tank trucks
- 3 Road for tank trucks
- a 49 meters
- b 21 meters
- c 35 meters
- d 21 meters

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